

RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY RESPECTING CONDITIONS
IN THE SCHOOL-FRANKLIN AREA, BOYLSTON-ESSEX AREA AND SOUTH STATION
AREA

WHEREAS, the Boston Redevelopment Authority (hereinafter called the "Authority") is a public body corporate and politic duly organized and existing under the provisions of the Housing Authority Law of the Commonwealth of Massachusetts and having a usual place of business in the City of Boston, Massachusetts; and

WHEREAS, the Authority has, with the approval of the Mayor and City Council of the City of Boston and with financial assistance provided under Title I of the Housing Act of 1949, as amended, by the Housing and Home Finance Agency of the United States of America, and its successor, the Department of Housing and Urban Development of the United States of America, undertaken and conducted surveys, studies and inspections of an area in the City of Boston known as the Central Business District Project Area and described in Exhibit "A" attached hereto and made a part hereof, as well as parts of said area known as School-Franklin Area, Boylston-Essex Area and South Station Area and described in Exhibits "B", "C" and "D" respectively, attached hereto and made a part hereof hereinafter called "School Project Area", "Boylston Project Area", and South Station Project Area" and collectively as "such Project Areas", in connection with the preparation of urban renewal plans for the three last referred to Project Areas; and

WHEREAS, with the consent of the State Department of Commerce and Development and the City of Boston acting by its Mayor with the authorization of its City Council, with the approval of said Housing and Home Finance Agency and said successor Department and pursuant to a Temporary Loan Contract under said Title I, the Authority, as provided by law, prior to the completion and approval of the urban renewal plans for such Project Areas has conducted co-called "early land acquisition" activities in such Project Areas by acquiring parts of such Project Areas and conducting relocation activities and demolition and clearance operations therein, all after the Authority has held a public hearing after due and proper notice, had received and heard extensive evidence, data, exhibits, views and opinions and had, in a resolution adopted October 14, 1965, made certain findings and conclusions concerning the buildings and conditions within such Project Areas; and

WHEREAS, urban renewal plans for such Project Areas have been prepared; and

WHEREAS, a public hearing on the Central Business District urban renewal plan and project was, after due and proper notice thereof, held on July 27, 1967, at which the Authority received and heard extensive evidence, data, exhibits, views and opinions with respect thereto, and all persons desiring to be heard were so heard; and

WHEREAS, the Authority has considered said evidence, data, exhibits, views, and opinions and said findings and conclusions and additional evidence, data, exhibits, views and opinions respecting the School Project Area, Boylston Project Area and South Station Project Area.

NOW, THEREFORE, BE IT RESOLVED that the Boston Redevelopment Authority, acting under and pursuant to its powers under said Housing Authority Law and any other powers thereunto enabling, does hereby reaffirm the findings and conclusions made in the aforementioned resolution adopted on October 14, 1965;

AND BE IT FURTHER RESOLVED that the Authority, acting under and pursuant to its powers as aforesaid, does hereby find and determine as follows:

(1) That such Project Areas are decadent areas in that they are areas which are detrimental to safety, health, morals, welfare and sound growth of the Boston community because of the existence of buildings which are out of repair, physically deteriorated, obsolete and in need of major maintenance and repair, and because buildings have been torn down and not replaced and, under existing conditions, it is improbable that the buildings will be replaced, and because of a substantial change in business and economic conditions, and because of inadequate light, air and open space, and because of excessive land coverage, and because diversity of ownership, irregular lot sizes and obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise; and

(2) That such Project Areas are blighted, deteriorated, and deteriorating areas.



BOSTON REDEVELOPMENT AUTHORITY

5/20/68

CENTRAL BUSINESS DISTRICT PROJECT AREAS

CBD 201

MEMORANDUM

TO: Boston Redevelopment Authority

FROM: Hale Champion, Development Administrator

DATE: May 23, 1968

SUBJECT: CENTRAL BUSINESS DISTRICT (MASS. R-82)

Summary: This memo recommends approval of the three, small Urban Renewal Projects developed around Early Land Acquisitions in the Central Business District

Presented today for your consideration and approval are the three so-called "mini-projects" which have, pursuant to HUD direction, been carved out of the over-all Central Business District Project. These three projects have been drawn up based on the Early Land Acquisition Program and are identified as follows:

SCHOOL-FRANKLIN AREA (MASS. R-82A)

BOYLSTON-ESSEX AREA (MASS. R-82B)

SOUTH STATION AREA (MASS. R-82C)

A fourth project, encompassing the area along Summer Street from Dewey Square to Chauncy Street has been under discussion, but because details are closely related to the City's proposed experiments with pedestrian circulation systems and other developments in the area, submission has been deferred until its feasibility has been established.

On August 2, 1967, following a public hearing, the Authority approved the Plan for the entire CBD Project and forwarded it to the Mayor and City Council for approval. The Council held public hearings in November, 1967. During these hearings, discussions between the BRA staff and the New York Regional Office of HUD revealed that HUD would be unable, at this time, to commit the total requested Federal Capital Grant of \$77,315,875. However, HUD advised the BRA to prepare smaller Renewal Projects within the CBD, based on the actions already undertaken through the Early Land Acquisition Program. The City Council approved the CBD Plan on December 11, 1967 with the understanding that the BRA would proceed to develop plans for the smaller projects in accordance with HUD's demands and would return to City Council for appropriate action on the new project areas.

The three CBD Renewal Projects have been discussed with HUD and informal agreement has been reached on their acceptability under the present policies and goals of the HUD program. The plans are in complete harmony with the over-all CBD Plan and will neither jeopardize nor preclude further renewal action in the over-all Project Area.

Brief descriptions of the three mini-projects follow:

1. School-Franklin (Mass. R-82A). This project encompasses the properties acquired during the Early Land Acquisition Stage on lower Washington Street and School Street, and includes in addition most of the area between School Street and Court Street. We have been advised by HUD that project activities in this latter section cannot be financed by the Federal Government at this time, but we have been encouraged to include the area in the School-Franklin project for planning and control purposes.

The old Boston City Hall (but not the Annex) is included for acquisition, with rehabilitation and preservation as the preferred treatment. However, the Plan provides that if within a year or other reasonable time, no feasible preservation proposal is submitted, the property would be demolished and sold for private commercial use.

Other disposition parcels in this Project include Parcel A-1 (designated for development in conjunction with the Boston Five Cents Savings Bank); Parcel A-2, (being developed by Raymond's Development Associates), and Parcel A-3 (designated for development by Filene's).

Net project cost is projected at \$7,803,700, with a capital grant of \$5,202,467 and the local share at \$2,601,233.

2. Boylston-Essex (Mass. R-82B). This project consists entirely of four properties acquired under Early Land Acquisition in order to realign Boylston Street at Washington to connect to Essex Street. Relocation has been completed, and final demolition will be done this summer.

There will be one small disposition parcel available after relocation of the MBTA kiosk and realignment of the street. Developers will be solicited as soon as the project is approved.

Cost of the Boylston-Essex Project is estimated at \$1,515,700 with a capital grant of \$1,010,467 and local share of \$505,233.

3. South Station (Mass. R-82C). This project consists of the former property of the Boston Terminal Corporation acquired by the BRA late in 1965, as well as the area around Dewey Square. It includes a realigned Summer Street, a widened Essex Street from Atlantic Avenue to the surface Artery, and pedestrian overpasses across Dewey Square along Summer Street, and to Federal Street.

The Plan provides seven disposition parcels, four in the old South Station property, and three in Dewey Square.

Parcels C-1, 2, and 3 are the parcels which have been committed to the Massachusetts Port Authority for development of a trade and transportation

center (C-1), hotel (C-2), and 5,000-car parking garage (C-3). Following passage of the required enabling legislation late last year, the BRA, on December 14, 1967, designated the Port Authority as developer of South Station. The staff then initiated a series of bi-weekly meetings with representatives of the Port Authority, New Haven Railroad, MBTA, U. S. Postoffice, and other interested public agencies in an effort to solve the complex relocation, site preparation, and design and development problems on this property. Much progress has been made and we are hopeful that a construction start on a staged development can be made next Spring.

Other development sites in the Project Area are Parcel C-4 (still earmarked for a stadium though other air rights uses are possible); C-5, a location suitable for a major office tower in Dewey Square; and C-6 and C-7, smaller sites on which more modest commercial development would be appropriate.

Estimated net cost of this project is \$13,509,900 Capital grant: \$9,006,600 local share: \$4,503,300.

Since a major public hearing was held by the BRA on the over-all CBD Plan, and since the statutory public hearing will have to be called by the City Council, I do not propose that another BRA hearing be held.

The attached resolutions are in the federally-required form and I recommend their adoption.

- 1) Resolutions Approving the Urban Renewal Plans and the Relocation Programs;
- 2) Resolutions Authorizing Transmission of the Urban Renewal Plans to the Mayor, City Council and State Department of Commerce and Development;
- 3) Resolutions Authorizing Execution of Cooperation Agreements between the Authority and the City. The Proposed Cooperation Agreements are attached; and
- 4) Resolutions Reaffirming the Eligibility of the Project Areas.
- 5) Resolutions Authorizing Filing of Application with HUD.